ONE RAILWAY ON TIME

PENNSYLVANIA HAS COMPLIED WITH THE SAFETY-APPLIANCE LAW.

Syndicate Following in the D. J. Mackey-More Trouble for the Atchison.

E. B. Taylor, general superintendent of transportation of the Pennsylvania lines, was in the city yesterday. He says the Pennsylvania lines, both east and west of Pittsburg, are in good shape as regards self-couplers, air-brakes, grab-irons, etc., required by the interstate-commerce act. He says the company started early to carry out the requirements of the law, and for the last three years had not built a car that did not have air-brakes or steam brakes, self-acting couplers, the proper number of grab-irons and a uniform height, and as cars have been repaired such modern devices were placed on them and the company had not a locomotive in service not properly provided with power driving wheel brakes. The Interstate-commerce Commission has not yet designated the size of the grab-irons nor where they should be placed. The Pennsylvania Company has adopted a handhold of five-eighths of an inch round iron, two feet long and two and one-half inches clearance for the hand, and from four to twelve are put on each car specially for the safety of the trainmen.

Wants a Separate Receivership. mortgage of the Atlantic & Pacific, askno interest having been paid on the first mortgage since the road went into the the filing of the bill that the reorganization committee, which represented the interests of the first mortgage boudholders, contemplates applying at an early day for a separate receivership. It is understood, however, that the Atlantic & Pacific committee does not desire to break away from the Atchison system, but thinks that its interests can be better looked after by a maintaining all existing traffic relations. Should such a motion be made it is not cer-tain what position will be taken by the Atchison interests, but they will presumably object very seriously to such a change being made in the management of the property. What is commonly called the Atlantic & Pacific ratiroad extends from Alquerque, in New Mexico, through Arizona to Mojave, in California, a distance of 818 miles. The road owned by the Atlantic & Pacific, however, extends from the Rio Grande river, thirteen miles west of Albuquerque, to the Columbia river, which is the eastern boundary of the State of California, a distance of 516 miles. The road was built in the interests of the Atchison and St. ouis & San Francisco roads for the purpose of affording those lines a transcontinental route, and it has heretofore been handled as a part of the Atchison system. The present receivers of the Atlantic & Pacific are Aldace F. Walker, J. McCook and Joseph C. Wilson, who are also receivers of the Atchisen and St. Louis & San Francisco Connany. This receivership was estab-lished in a suit brought by the Mercantile Trust Company, trustee under the second mortgage. The bonds secured by the mortgage, as well as the great part of the com-mon stock of the Atlantic & Pacific, are assets of the Atchison and the 'Frisco receiverships. The United States Trust Company, trustee of the first mortgage, has been made a party to the suit in which the receivers were appointed. The latter mort-gage secures about \$18,000,000 of bonds which are the first lien on the 575 miles of the road above stated, together with the valua-ble land grant of the company. The situa-tion is complicated by the fact that the At-lantic & Pacific line, from the crossing of the Colorado river at the Needles, west to Barstow, where it connects with the Southern Pacific, is not owned by the At-lantic & Pacific, but is operated under a contract of purchase and lease from the

Southern Pacific, made when the road was Purchases of the Brice Syndicate. A railroad official yesterday remarked that the Brice syndicate seemed to be following in the footsteps of the D. J. Mackey syndicate, buying up all the old iron and railroad rights of way that they could get hold of. Thus far they had not, he said, secured control of any road which was not bankrupt and must be practically rebuilt to run trains safely over. Still worse when rebuilt there was no business on such roads. A writer for one of the Eastern financial papers takes a different view from that of the railway official near the field of operations. He says: "The Brice people own the Lake Erie & Western, ex-tending from Sandusky to Peoria, a dis-tance of 417 miles, and the Pfttsburg, Akron & Western gives them a line extending from Akron to Delphos, and connecting with the Lake Erie & Western at Bluffton. The extension of the Pittsburg, Akron & Western has been surveyed to New Castle, where a connection could be made with the Western New York & Pennsylvania for the East. Both the Lake Erie & Western and the Western New York & Pennsylvania are at a great disadvantage in having no connections that could give them the adwhich is an important connection of the Lake Erie & Western, has no eastern outlet of its own, and would in all probability be willing to enter upon a consolidation that would give the system a larger share of traffic than it can hope for at present. circumstances as above indi cated, there is little reason to doubt the rumor that the Wabash, Lake Erie & Western and Pittsburg, Akron & Western, together with the Western New York & Pennsylvania, may some day be consolidated into an important system."

The N. P. and G. N. The New York Evening Post prints a resume of the negotiations for consolidating the Northern Pacific and Great Northern rallways under one management. After stating that the laws of Minnesota under which the Great Northern was organized provide that "no railroad corporation shall consolidate, lease or purchase, or in any railroad corporation or any stock, franchises, rights or property thereof, which owns or controls a parallel or competing line," the Post says: "It is not difficult to understand that the principal participants in the guarantee syndicate do not like to give up the expected large profits, and that they are endeavoring, though recog-nizing the necessity of abandoning the London project, to accomplish the purpose in another way. At their instance, lawyers are studying the question of forming a third company under the laws of another State, which shall acquire the stock of the Great Northern and of the reorganized



pacco ever sold for the money

Northern Pacific, and thus unite the two orporations. But counsel freely admit that such a proceeding would be in conflict with the spirit, if not the letter, of the

Another Consolidation. Articles of consolidation for the Indiana, Decatur & Western railroad with the Decatur & Eastern, under the name of the Indiana, Decatur & Western Railroad Company, with principal office at Indianapolis, were filed in Springfield, Ill., yesterday. The capital stock of the first company is \$1,848,000; the last, \$1,800,000. The directors are: William G. Outten, Henry P. road Page, Wilburn Harwood, all of Decatur, Ill., two years: Barsford K. Durfee, Decatur; James A. Eads, Paris, Ill., and Robinson Smith, New York, three years; Henry W. Smith, Theodore W. Morris and Francis S. Smithers, all of New York. The fee for the consolidation, etc., was \$1,758, the largest ever received in the office of the

Illinois Secretary of State. A Shaky Agreement. The presidents' agreement for the maintenance of east-bound rates from Chicago, which was practically dictated by J. P. Morgan, is already becoming baggy at the knees. Charges of rate cutting are made on all sides and most of them are founded on fact. To-day is the day set for the presidents' agreement to become op-erative in full force, but contracts have been made within the last few days which involve tonnage that cannot be handled before the end of the month. It will go hard with the road which, after to-day, commits the sin of being found out, so it is under-stood that Mr. Morgan has announced, but it is a sure thing that two or more lines out of Chicago will take their chances,

Will Try Again Next Week. Chairman Caldwell, of the Western Lines Passenger Association, has issued a call for a meeting of the transmissouri lines, A bill has been filed in the office of the to be held in Chicago July 25. The meetclerk of the United States Court, in Al- ing will be held for the purpose of clearbuquerque, N. M., by the United States ing away as far as possible the obstacles Trust Company, trustee, under the first which have heretofore prevented the estabishment of a passenger agreement west of the river. The greater part of the trouble ing for foreclosure and sale of the property. | the lines have experienced in forming a passenger agreement has come from west of the Missouri, and if this meeting manages to present a clean bill of health at its adjournment there is no apparent reason why understood by the Atchison people from the general meeting of all the lines which is to follow cannot put the association fairly on its feet.

Personal, Local and General Notes. Col. D. F. Whitcomb, formerly superinendent of the Union Railway Company, was in the city yesterday.

The Illinois Central Railroad Company has declared its regular semi-annual didividend of 21/2 per cent., payable Aug. 31. Thus far this season 120,000 new cross ties portation of the Northern Pacific at St. have been placed under the track of the Chicago division of the Big Four and eighty service agent of the Chicago, St. Paul & thousand more will be this season. The inventor of the Reynolds ventilator, now in use on all Pullman cars, was a col-

ored man, who at one time was a porter on one of the Pullman sleeping cars. Samuel Clift, conductor on the Vandalia, who suffered a stroke of paralysis some menths ago, had a third stroke yesterday and his death is looked for at any mo-

One of the evidences that rates east bound are being held at enicago is the fact that the lake boats show an increased tonnage now that rates are restored by the all-

There is a demand for flat cars to haul stone and lumber and for coal cars. Not in any July, it is stated, in the last three years, has there been such a demand for this class of cars.

It is stated that some official changes are soon to be made on the Toledo, St. Louis & Kansas City, and that a former master of transportation of the Big Four is to be one of the division superintendents. M. J. Carpenter, president, and General Freight Agent Felton, of the Chicago & Eastern Illinois, have been spending a

couple of days this week going over the road looking after its business prospects. The Tetre Haute Commandery of Knights Templars has arranged to go to the Boston conclave over the Big Four. They will leave Terre Haute on a special train Aug. 24, and will stop at Niagara Falls over

George Bradbury, general manager of the Pittsburg, Akron & Western, has contracted with the Brooks locomotive works to build four freight engines of the mogul type, similar to those these works built last year for the Lake Erie & Western. Senator Brice says that there is no truth in the report from Lima, O., that he is negotiating for the Ohio Southern road. The Senator adds that he is not interested in the Ohio Southern and is not in any project to combine Ohio roads in a trunk

The business of the Pennsylvania Company at Toledo is exceeding the most sanguine expectations of the officials of the Pennsylvania lines. It has become necessary to place five switching engines and crews there to handle the company's busi-

The Lehigh Valley Coal Company has placed, through Brown R. Shipley & Co. of London, \$6,000,000 five-per-cent. guaranteed by the Lehigh Valley Railroad Company. The price is said to be 105. It is understood that the bonds will be offered to the public on Friday.

The Louisville, New Albany & . Chicago is now doing the heaviest stone traffic at any time in its history. On Monday there were shipped from the stone quarries at Bedford 120. carloads of stone, largely for Eastern cities, and the daily shipments average about one hundred cars. The Missouri Pacific will issue collateral

notes for the entire floating debt of the company, and holders of the floating debt will have their choice to take either money or these collateral notes, the Gould estate taking the collateral notes and advancing the money when preferred. George Lowell, general superintendent of the Louisville, New Albany & Chicago lines,

was in the city yesterday. The company will, at an early day, enlarge its yards in the northern part of the city, and will soon doubtless take some definite move regarding terminals at this point. The representative of the Kanawha Dis-

patch at this point yesterday secured a large shipment of flour for export at rates and was so pleased over the accomplishment that he showed the billing to a competitor remarking that it was many months since he had secured a shipment at tariff rates.

The line of sleeping cars recently put on over the Pennsylvania lines and the Grand Rapids & Indiana, via Indianapolis, is very popular with the traveling public. Seldom are there fewer than twelve to twenty passengers on its north-bound trip, and southward the business is a gratifying surprise. The Big Four will adopt new rules regarding its freight cars going east off of its own lines. Several hundred of their cars have been sent to Philadelphia loaded, and the Philadelphia & Reading refuse to return them until there is freight to load them with. Cars at the present time are worth street, girl. at least \$10 a day to the company. President Ingalls says that the smoke nuisance problem has been solved on the Chicago division of the Big Four by using New River coal, mined on the Chesapeake & Ohio road, and this coal will

be put in use on other divisions of the road for passenger locomotives. But little smoke comes from using it as fuel for loco-Engine 190, of the Garstang type, on Tues-day night hauled the Knickerbocker express, consisting of nine cars, from Indianand twenty-three minutes, which, by the transportation department is considered

apolis to Cincinnati, 119 miles, in two hours one of the best runs ever made between the two cities with as many cars. With five cars it would have been called a fast run. Oscar Murray, freight traffic manager of the Big Four, was in St. Louis yesterday. He has completed arrangements with the Missouri, Kansas & Texas and the Alton Bridge Company for the carrying of an immense amount of cotton for export, and stock and meats for the seaboard. This route saves the charges of the Eades bridge at St. Louis, and also fifty miles in dis-

The Pennsylvania Company has at last heeded the requests of the citizens of Madson, Ind., for improvements at that terminal. A large force of men has been set at work grading the site where a new passenger station is to be built and laying the necessary new track, and within a few months Madison will have much more modern terminal facilities and a handsome passenger station.

The Pennsylvania line has been selected by the Indianapolis Commandery, Knights Templars, as the official route to Boston for their twenty-sixth trienniel conclave, Aug. 26 to 30. A special train with the Indianapolis Commandery will leave Saturday, Aug. 24, at 4 p. m., stop at Cresson Springs Sunday morning for breakfast and reach New York Sunday afternoon at 4 o'clock, where boat will be taken for Bos-

That R. B. F. Peirce became receiver of the Toledo, St. Louis & Kansas City at a very favorable time is daily becoming more apparent. Each week shows increased earnings over any former year, and at the present time traffic is very heavy. The road is now delivering at Toledo a large tonnage of grain and on Monday had its yards literally blocked with loaded cars. Added to the present heavy movement of freight comes the news of a large devlopment of oil fields at Bluffton and Van twenty-seven miles an hour. The thermometer, which had stood at 87 at midnight, fell to 65 at 6 a. m.

For a morning nip a bottle of Cook's Extra Dry Imperial Champagne is the thing. It will make a winner of you.

Buren, Ind. The Standard Oil Company has struck some very good wells in that section, which will greatly increase the business of the T., St. L. & K. C.

The meeting of the Western lines at Chicago called for yesterday to near reports on the number of Christian Endeavor tickets sold by each line as a means of determining the possible amount of demoralization that may be caused by the tickets, adjourned after a short session. A number of the lines were not prepared to report, and asked or more time, which was granted. So far there appears to be no ground for apprehension of any rate trou-

such action is now apparent. The business of the road has become so heavy that the company is laying miles of side track and before five years doubtless between Indianapolis and Terre Haute it will be a double track road and between East St. Louis and Effingham double track. Over ten miles of new sidings are now being laid on the Vandalia main line. In the past few years the Lake Shore management has been giving the vexing problem of depot platforms considerable attention. Wooden platforms soon decay and are very expensive. The company has tested carefully selected cinders, large and small gravel, concrete, crushed stone and a number of other substances, but nothing has given as satisfactory results as fire brick. The bricks are laid on concrete or sand. The company has just completed a platform at Elkhart, four hundred feet in length, of this material, at a cost of \$1,500, and another more expensive one at South

At the monthly meeting of the Baltimore & Ohio, yesterday, the following statement was submitted: Earnings and expenses for June, 1895, compared with June, 1894 (June, 1895, approximated; June, 1894, audited): Earnings, 1895, \$1,890,556; 1894, \$1,736,586; inrease, \$153,970. Expenses, 1895, \$1,147,220; 894, \$1,090,110; increase, \$57,110. Net 1895, \$743,336; 1894, \$646; increase, \$96,860. Earnings and expenses for the twelve months of the fiscal year 1894-95, compared with the same months of the fiscal year 1893-94 (June, 1895, approximated: Earnings, 1895, \$22,617,719; 1894, \$22,502,662; increase, \$115,057. Expenses, 1895, \$15,796,026; 1894, \$15,560,688; increase, \$235,-338. Net, 1895, \$6,821,693; 1894, \$6,941,974; de-

Yesterday J. R. Cavanaugh, superintendent of car service of the C., C., C. & St. L., closed his twenty-sixth year of railroading-not having lost a day's pay in that time. He commenced July 17, 1869, as messenger on the lowa River railway (now part of Iowa Central); later he was successively made local freight agent, general freight and passenger agent, storekeeper and purchasing agent, paymaster, auditor, master of transportation and general superintendent of the lowa Central; he was car accountant for seven years, resigning in 1881 to accept the position of assistant superintendent of trans-Keokuk (now the C., R. & M. railroad.) street. On April 1, 1892, the position of general superintendent on that line was abolished and the transportation duties of the office were assigned to him in addition. He left the Chicago Great Western Feb. 1, 1893, to accept his present position.

PROUD THOUGH POOR

B. & O.'S PLEA BEFORE TAX COM-MISSIONERS THUS EPITOMIZED.

Pays \$300,000 a Year for the Use of Chicago Terminals-Land Value Comparisons.

Officials of the Baltimore & Onio Railway Company appeared before the State Board of Tax Commissioners yesterday morning. J. Van Smith, general superintendent; J. A. Norton, special agent; T. J. Frazier, special tax agent, and F. J. Griffith, of the tax department, represented the road. The officials appealed to the board in the interests of that part of the road which traverses the northern section of the State. Mr. Norton said the road was proud, though poor, and he felt that it had done as much for the State as any other road running through Indiana. It had no terminals in Chicago, but came to an end twelve miles out of that city. The B. & O. had to travel over other railroad property to get into Chicago, and paid \$300,000 annually for the privilege. For the year ending April 1, 1895, the gross earnings of the road were \$1,227,591. The decrease in its earnings was \$1,339 a mile, while its taxes were \$29,000 a mile. Mr. Norton felt that this assessment should

be reduced to \$22,000 a mile. He insisted that a good railroad could now be built for \$20,000 a mile. If the road was assessed fairly last year he contended that the board in equity would be compelled to reduce the assessment this year to \$22,000 a mile. The board has received statements of comparisons in land values in the State. Adams county shows a decrease of \$769,041 since the appraisement taken in 1891; Newton county shows an increase of \$415,349 and Steuben county a decrease of \$130,000.

DAILY VITAL STATISTICS—JULY 17.

Deaths. James Carroll, thirty-six years, 144 Blake Frances A. Cummins, seventy-five years, 10 Ash street, bronchitis. George W. Larrimore, eighty-two years, 445 Francis street, heart failure. Esther Baier, twenty-eight years, 606 Virginia avenue, peritonitis. Mollie Long, 156 Maple street, laryngeal tuberculosis.

Carl Redman, three years, 426 East New York street, dysentery. Freda Hartman, ten weeks, 524 South East street, cholera infantum. Bridget Carmody, thirty-seven years, 416 South Delaware street, phthisis. John Bowman, three months, 491 Capitol Dennis Heming, thirty-four years, 476

East Georgia street, consumption. McKenzie Brown, eighty years, 370 North Mississippi street, debility, and dropsy. Charles H. Haller, eighteen years, 52 Spann avenue, malarial fever. George M. Sluth, fifty-six years, 108 Ramsey avenue, consumption.
Austin De Hart, sixty-one years, 215 Linden street, fracture of cerebral vertebrae. Philip Deafenbaugh, forty-five years, poor farm, exhaustion. Sarah E. Shipman, four months, Nebraska street, cause of death unknown.

Elmer and Della Smith, 296 Columbia avenue, girl. Chris and Lily Helgermeier, 360 Shelby William and Emma Broughton, West Eighth street, boy. Thomas and Mrs. Ryan, 8 Chadwick street, girl. Julius and Lida Kitzing, 24 Mankedick street, boy. Charles and Eva Robison, 215 Virginia avenue, boy. John H. and Grace Kennedy, 350 Cornell avenue, boy. Jeremiah and Mida Tarrell, 34 Gilland avenue, girl. Thomas H. and Bridget Neilan, 133 Church

William H. and Helen Whitesides, boy. Sherman and Liza Tingle, 63 Ludlow James and Frances Woods, 89 Wright Lora and Grace Hinckley, 65 North New Jersey street, girl. Charles and Minnie Gibson, boat house, North Indianapolis, girl.

Marriage Licenses. Edward L. Webb and Christena Barnes. George Webster Nave and Lizzie Marie George T. Johnston and Laura McBride Sylvester Overton and Jennie Dew. Arthur C. Culp and Cora V. Mock.

David O. Paige and Maud Adah Reid. Resener and Lola A. Pearson. Millican and Serena Miller. Frank Harrold and Minnie Morrison. McClerians Smith and Mabel August Marbach and Mrs. Iva Jacobs. Conrad J. Herber and Emma L. Messing. William Bollen and Carrie Belle Keatley.

The Heavy Wind Yesterday. The morning papers' employes, on their way home yesterday morning at 3 o'clock, encountered a heavy windstorm, and those hardly able to make any headway against the wind. The heavens were ablaze with lightning and a heavy shower seemed imminent. The rain that fell, however, was only twelve-hundredths of an inch. The ground, at daylight, was seen to be covered with dead branches of trees and with leaves. The wind reached a velocity of twenty-seven miles an hour. The thermome-

PLACES OF MEETING

ELECTION OF REPUBLICAN COMMIT-TEEMEN THIS EVENING.

Morrow Evening at the Criminal Court Room.

When the Terre Haute & Indianapolis road was located the projectors were ridi-Chairman Harry B. Smith yesterday isculed because they secured a right of way sued the call for the precinct meetings to one hundred feet in width. The wisdom of elect Republican committeemen for the municipal campaign. These meetings will be held this evening. To-morrow evening the new committee will organize in the Criminal Court room and elect a chairman, a vice chairman, a secretary and a treas-

urer. The call is as follows:

pany, Hill avenue. Precinct 2-454 Martindale avenue.
Precinct 3-322 Yandes street.
Precinct 4-Eaglesfield's mill, Ninth street and L. E. & W. railroad. Precinct 5-Care's blacksmith shop, Hill Precinct 6-Corner Lincoln and Columbia

Precinct 7-Kellogg's mill, Home and Alvord streets. Precinct 8-Corner Clifford and Massachusetts avenues. Precinct 9-Corner Keystone and Orange Precinct 10-Miller's drug store, Clifford and Hamilton avenues. -Second Ward .-

Precinct 1-558 Bellefontaine street. Precinct 2-534 Park avenue. Precinct 3-455 Ash street. Precinct 4-458 Broadway.
Precinct 5-1025 North Alabama street.
Precinct 6-No. 9 engine house, Ash Precinct 7-Polk's creamery, Seventh Precinct 8-Muhl's drug store, Alabama and Seventh streets, Precinct 9-Scott's grocery, 86 Christian

Precinct 1-Talbott avenue and Fifteenth Precinct 2-Drug store, Mississippi and Precinct 3-Drug store, Illinois and Thireenth streets. Precinct 4-Tin shop, 140 East Seventh Precinct 5-Weigand's greenhouse, Seventh nd Illinois streets.

Precinct 8-Eaton's stable, 27 West Sev-Precinct 9-127 East Seventh street. Precinct 10-Rear 642 North Illinois street. Precinct 11-67 Howard street.

Precinct 1-Illinois and Twenty-second treet, Poole's store. Precinct 2-1508 North Meridian street. Precinct 3-Greenleaf's Hall. Precinct 4-Corner Abbot and Lulu streets. Precinct 5-Greenleaf's Hall. Precinct 6-Greenleaf's Hall. Precinct 7-Feed store, 646 North West Precinct 8-222 Fayette street.

-Fifth Ward .-Precinct 1-412 Blake street. Precinct 2-8 Hadley street. Precinct 3-314 Blake street. Precinct 4-Rear 367 Blake street. Precinct 5-196 Blackford street. Precinct 8-86 Minerva street. Precinct 9-617 West Pearl street. Precinct 10-25 Minkner street.

-Sixth Ward. Precinct 1-Overman's stable, 130 East St. Precinct 2-Illinois and First streets. Precinct 3-Gas works, Pratt and railroad. Precinct 4-Gas works, Pratt and railroad, south room.)

Precinct 6-17 Ellen street. Precinct 7-270 North West street. Precinct 8-182 Indiana avenue, up stairs. Precinct 9-Corner Mississippi and North Precinct 10-Livery stable, Chapel street, near Pratt. Precinct 11-Eagle's grocery, Delaware and Fort Wayne avenue.

Precinct 1-30 College avenue. Precinct 2-Blacksmith shop, 18 Cherry Precinct 3-158 Fort Wayne avenue. Precinct 4-Corner Walnut and Tremont Precinct 5-286 Massachusetts avenue. Precinct 6-27 Peru avenue.

Precinct 7-263 Davidson street. Precinct 11-315 East New York street. Precinct 12-104 North Davidson street.

Precinct 1-170 Excelsior avenue. Precinct 2-132 John street. Precinct 3-400 Massachusetts Brehm's drug store.

Precinct 4-274 Highland street.

Precinct 5-564 East Vermont street. Precinct 6-No. 8 reel house, East Washngton street. Precinct 7-Michigan street and Beville

Precinct 9-1175 East Washington street. Precinct 10-Baron's drug store, East Washington street. Precinct 11-No. 8 reel house, East Washington street. Precinct 12-Youngman's garden, 742 East Washington street. -Ninth Ward .-

Precinct 2-167 Michigan avenue. Precinct 3-201 Bates street. Precinct 4-94 Fletcher avenue. Precinct 5-74 Spann avenue. Precinct 6-62 Hoyt avenue, Precinct 7-113 Lexington avenue.

Precinct 9-236 Huron street.
Precinct 10-200 Elm street.
Precinct 11-200 Woodlawn avenue.
Precinct 12-37 Williams street. -Tenth Ward .-

-Eleventh Ward .-Precinct 1-273 North Delaware street. Precinct 2-Drug store, Illinois and Michi-Precinct 3-Drug store, New York and Tennessee streets. Precinct 4-Patterson's stable, 285 North Mississippi street. Precinct 5-No. 1 engine house, Indiana

Precinct 7-Marion Club. Precinct 8-Headquarters fire department Precinct 9-Cyclorama Place. Precinct 10-218 West New York street. Precinct 11--172 North West street. -Twelfth Ward .-Precinct 1-122 West Maryland street.

Precinct 2-Capital House. Precinct 3-52 South West street. Precinct 4-No. 6 engine house. Precinct 5-106 South Illinois street. Precinct 6-280 South Illinois street. Precinct 7-285 South Illinois street. Precinct 8-49 Henry street. Precinct 9-297 Kentucky evenue. Precinct 10-297 West Merrill street. -Thirteenth Ward .-

Precinct 1-Livery stable, Pine street near Precinct 2-South Side Club, 300 Virginia Precinct 3-277 East Merrill street Precinct 4-Livery stable, 169 Virginia Precinct 5-130 East Merrill street.
Precinct 6-362 South Delaware Street.
Precinct 7-New Jersey and Merrill, south-

Organization of New Committee To-

The Republicans of the city of Indianapolis and all other voters of the city proposing to act with them in the coming city election, will meet in their respective precincts, at the places below named, on Thursday, July 18, at 7:30 o'clock p. m., to elect precinct committeemen to represent them and their precinct in the Republican city central committee, which will be composed of one Republican from each pre-Said meetings will be held at the follow-

ing places: -First Ward .-Precinct 1-Howe Pump and Engine Com-

Precinct 10-272 Bellefontaine street. -Third Ward .-

Precinct 6-230 Michigan road. Precinct 7-Corner Sixth street and Michi-

-Fourth Ward .-

Precinct 6-232 Blake street. Precinct 7-403 West New York street.

Precinct 11-27 Traub avenue. Precinct 12-9 Coble street.

Precinct 5-416 North West street.

-Seventh Ward .-

Precinct 8-Southeast corner North and lberty streets. Precinct 9-197 Massachusetts avenue. Precinct 19-125 North Alabama street.

-Eighth Ward .-

Precinct 8-60 Temple avenue. Master, ASAHEL P. H. BLOOMER.

Precinct 1-L. B. French's residence,

Precinct 8-Uhl's meat market, Dillon

Precinct 1-Southeast corner Noble and

Precinct 2-312 East Court street. Precinct 3-Rear northwest corner Market and East streets Precinct 4-Council chamber, courthouse. Precinct 5-Police Court room, courthouse Precinct 8-Liberty and Georgia streets. Precinct 9-178 Meek street. Precinct 10-313 East Georgia street (rear.) Precinct 12-162 Virginia avenue. Precinct 13-Shepherdson House, McNab

Precinct 6-132 North Capitol avenue.

Precinct 11-355 South Tennessee street. Precinct 12-57 Russell avenue.

Precinct 8-423 South Delaware street.
Precinct 9-538 South New Jersey street.
Precinct 10-443 South East street. Precinct 11-Drug store, 441 Virginia ave-Precinct 12-172 Dougherty street.

-Fourteenth Ward --Precinct 1—Rear 47 Pleasant street.
Precinct 2—211 Orange street.
Precinct 3—124 Laurel street.
Precinct 4—229 South Olive street. Precinct 4—239 South Olive street.
Precinct 5—343 Coburn street.
Precinct 6—360 East Morris street.
Precinct 7—247 East Morris street.
Precinct 8—36 Hendricks street.
Precinct 9—204 Wright street.
Precinct 10—791 South East street.
Precinct 11—41 Iowa street.
Precinct 12—744 Shelby street.
Precinct 13—16 Seibert street.

-Fifteenth Ward .-Precinct 1-163 Union street. 2-424 South Meridian street, 3-402 South Illinois street. Precinct 3-82 South Timols Street.

Precinct 4-13 Church street.

Precinct 5-87 Michael street.

Precinct 6-72 Chadwick street.

Precinct 7-507 South West street.

Precinct 8-173 Church street. Precinct 9-Corner Union and Morris

Precinct 10—Rear 290 Union street.
Precinct 11—263 West Morris street.
Precinct 12—844 South Meridian street.
Precinct 13—84 Dugdale street. Precinct 14-10 Clay street.

Cornelius Mayer Withdraws. Cornelius Mayer, chief clerk of Superintendent Edenharter, of the Central Hospital, yesterday announced that he would not be a candidate for the nomination for city clerk on the Democratic ticket. He gives no reason for the sudden withdrawal, though the nomination was conceded to him by many Democratic leaders. He was formerly a well-known and popular newspaper man, being connected with the German Telegraph. His withdrawal led to August Tamm, foreman of the composing room of the same paper, announcing himself last night as a candidate for the nomination for clerk. Mr. Tamm is a native of Germany, but has lived in Indianapolis for twenty-six years, ever since he was a small twenty-six years, ever since he was a small boy. He is treasurer of the German Typo-graphical Union.

CURES THE SERPENT'S STING. HEALS RUNNING SORES.

Chicago and Northwest

PENNSYLVANIA LINES THE LEADER.

. Tourist Tickets now on Sale.

Leave Indianapolis 10:55 a. m., daily. Arrive at Chicaga, 5 p. m. First-class coaches and parlor buffet cars. Leave Indianapolis 11:55 p. m., daily. Arrive at Chicago, 7:30 a. m. First-class coaches and Pullman sleeping car, starting from Indianapolis and open for passengers at 8:30 p. m. every night.

Call on agents, No. 48 West Washington street, No. 46 Jackson place, Union Station, Massachusetts avenue. GEORGE E. ROCKWELL, District Passenger Agent.

SUMMER RESORTS. HOTEL ST. JOSEPH ON THE BEACH

St. Joseph, Mich. Now open. The resort par excellence of the Lake Re gion. Just the place for Indianapolis business men and their families; eight hours' ride with elegant train service direct to hotel. Fishing, sailing, dancing and many new attractions this season. First-class orchestra always in attendance. Table and dining room service equal to any first-class hotel anywhere. For descriptive circulars and rates, address YOUNG & SPRINGSTEM, Managers.

EDUCATIONAL. SUMMER SCHOOL-Electric Fans-Largest, cool-

est, best lighted and ventilated rooms. Elevator. All modern conveniences. Ablest Faculty. Finest Penman. Best systems. 🖰 Indianapolis 💟

dianapolis. Call or write for particulars. E. J. HEEB, President. Girls' Classical School

INDIANAPOLIS, IND. Fourteenth Year opens Tuesday, September 24. Prepares for all Colleges. Gymnasium, with competent director. Best instruction in Music and Art. Board-

ing Department. For catalogues address the princi-pals, THEODORE L. SEWALL and MAY WRIGHT SEWALL, 343 North Pennsylvania street. Howe Military School Prepares thoroughly for College, Scientific Schools or Business. Cadets are under the most careful personal supervision and Christian influences. Reference made to twenty Indianapolis patrons. For illustrated circulars address Rev. J. H. McKEN-ZIE, Rector, Lima, Ind.

INDIANAPOLIS ACADEMY, 498 NORTH PENNSYLVANIA STREET. Second year opens Thursday, Sept. 19. Thorough preparation to the leading colleges and scientific schools. An intermediate department has been added, For catalogues and information address the Head

Kenyon Military Academy, Gambier, O. 72nd year. This old and remarkably successful school provides thorough preparation for college or business, and careful supervision of health, habits and manners. It is much the oldest, largest and best equipped boarding school for boys in Ohio. Illustrated catalogue sent.

Sealed Proposals. Sealed proposals will be received by the Board of Con-trol of The Institute of the Bilnd, for the labor and material necessary for the erection of a greenhouse on the lot of The Institute for the Blind, according to the plans and specifications and general conditions prepared by L. H. Gibson, architect. Plans may be obtained from his office, No. 84 East Market street. Bids will be received up to 4 o'clock on the 6th day of August, 1895, reserving the right to reject any or all bid BY ORDER OF THE BOARD.

VANDALIA LINE. For ST. LOUIS and THE WEST

Leave Indianapolis-7:30 a. m., 8:30 a. m., 11:25 a. m., 12:40 noon, 11:20 p. m.

Arrive St. Louis-5:12 p. m., 3:44 p. m., 6:40 p. m., 7:00 p. m., 7:00 a. m.

Parior car on 12:40 noon train daily and local sleeper on 11:20 p. m. train daily for Evansville and St. Louis open to receive passengers at 8:30.

Ticket offices, No. 48 West Washington street, No. 46 Jackson place and Union Station. GEO. E. ROCKWELL, D. P. A.

> PIKE ROAD LETTING. Notice to Contractors.

Notice is hereby given that sealed bids

will be received by the Auditor of Jennings county, Indiana, for the construction of eleven and a fraction of a miles of pike road in the townships of Center and Geneva, in Jennings county, State of Indiana, according to the map, profile, plans and specifications now on file in the auditor's office of Jennings county, at Vernon, Indiana. No bid for the construction of less than the whole of said road will be entertained, nor any bid for a sum greater than nineteen thousand two hundred and one dollars and 35-100 (\$19,201.35). Bidders to file bonds in double the amount of their bid, for the faithful performance of the work, with sufficient sureties and at least two solvent resident freehold sureties least two solvent resident freehold sureties of Jennings county. Indiana, and an exact copy of said bond shall be filed with W. S. Matthews. County Attorney, at the time of the filing of bid. All bids must be filed with the Auditor of Jennings county at Vernon. Ind., not later than 6 o'clock p. m., on the 25th day of July, 1895, and said bids shall be opened and the contract awarded on the 27th day of July, 1895. The Board of Commissioners reserve the right to reject any and all bids. any and all bids. Henry Hinchman, Auditor in and for said county of Jennings, do hereby certify that the above notice is a true and complete copy of the original on file in my office, at Vernon, Jennings County, Indiana. HENRY HINCHMAN, Auditor of Jennings County.

Perfect Health

Can only be secured by keeping the Liver and Kidneys in order. Satisfactory results are always secured by using

Dr. J. H. McLean's Liver and Kidney Balm.

Mothers, fathers, sisters, brothers, all pronounce it the "PEERLESS REMEDY" for curing ailments of the Liver, Kidneys and Bladder, Female troubles, Rheumatism and Bright's Disease,

For sale everywhere at \$1.00 per Bottle. THE Dr. J. H. McLEAN MEDICINE CO.,

MADE RIGHT HERE

CRESCENT. Nos. 1 and 4, - \$75 CRESCENT, Nos. 2 and o CRESCENT, Nos. 3 and 6 LADIES' 28-inch SPECIAL, - \$50

62 & 64 West Maryland Street.

Agents wanted for Indiana in unoccupied territory. Send for catalogue and prices.

Snow Steam Pumps, Mill Supplies.

H. T. HEARSEY & CO. Nos. 116-118 North Pennsylvania Street, - Indianapolis, Ind.

THE MOELWAINE-RICHARDS CO.,

WROUGHT-IRON PIPE and BOILER TUBES Steam, Fitters' Gas and lools.

COPY OF STATEMENT OF THE CONDITION

National Life Insurance Co

On the 30th day of June 1895. Located at 116 State street, Montpelier, Vt. CHARLES DEWEY, President, The Assets of the Company are as follows: Cash on hand and in the hands of agents or other persons..... Bonds owned by the company, bearing interest at the rate of - per cent, as per schedule filed. Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prier incumbrance.

The greatest amount in any one risk, \$25,000. state of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1895, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 13th day of July, 1895.

A. C. DAILY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

When Building. Established 1850. Incorporated 1866. Only business school ever made permanent in In
Newark Fire Insurance Company

Newark Fire Insurance Company On the 30th day of June, 1895.

Located at Nos. 741 and 743 Broad street, Newark, N. J. FRANK T. MCBRIDE, Secretary. JOHN J. HENRY, President. The amount of its capital paid up is..... The Assets of the Company are as follows: schedule filed, market value

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance

Debts otherwise secured Debts for premiums LIABILITIES.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct coposition of the condition of the above-mentioned company on the 39th day of June, 1895, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 15th day & July, 1895.

A. C. DAILY, Auditor of State.

Total liabilities.

The greatest amount in any one risk, \$10,000.

The greatest amount in any one risk, \$10,000.

State of Indiana, Office of Auditor of State:

State of Indiana, Office of Auditor of State:

COPY OF STATEMENT OF THE CONDITION American Insurance Com'y

On the 30th Day of June, 1895. Located at No. 748 Broad street, Newark, N. J. J. H. WORDEN, Secretary. F. H. HARRIS, President.

The Assets of the Company are as follows: Cash on hand and in the hands of agents or other persons..... ads owned by the company, bearing interest at the rate of - per cent,, as per schedule filed. All other securities-interest and rents due and accrued...... LIABILITIES. All other claims against the company
Amount necessary to reinsure outstanding r's is

SUNDAY JOURNAL

By Mail, to Any Address,

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a cocrect coy of the statement of the condition of the above mentioned company on the 3-th day of June, 1895, as showing the original statement, and that the said original statement is now on file in this office [SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official setl, this 13th day of July 1895.

A. C. DAILY, Auditor of Stat

\$2 PER ANNUM